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THE CARMEL Spectator

10¢

VOL. 12 NO. 3, CARMEL, CALIF. FEB. 11-18, 1955

featuring

MOSS LANDING —Industrial Giant?

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AERIAL VIEW of Moss Landing shows the entrance to the port with the yacht harbor in the basin at left and the present commercial harbor filled with trawlers, at right, between the "island" and the mainland. Directly opposite the harbor entrance is Elkhorn Slough, winding its way into the back country for several miles. Highway One bridge crosses the slough in foreground. To the right of the bridge are the vast PG&E steam plant with its fuel storage tanks, and then the two Moss Landing plants of the Kaiser Aluminum and Chemical Corporation.--Aerial photos on this and preceding page by Parnell Studio of Salinas

MONTEREY COUNTY'S

MOSS LAN
'A DITCH TO

In the early morning hours of April 18, 1906, a powerful earthquake struck the coastlands of north central California. It wrecked San Francisco. It toppled the relics of the Russian invasion at Fort Ross. It changed the course of the Salinas River where it spills into the sea 25 miles north--as the Bay curves--of Monterey.

Where the Salinas River had formerly burrowed through the dunes, it left a deep ditch, a slough, in which the water rose and fell with the ocean's tides. The new slough was linked to another, older slough, that squirmed six miles inland in the rough pattern of an elkhorn.

The earthquake was nature's last gift to that barren place deep in the bend of the Bay. It gave Monterey County what is believed to be the best protected harbor of its size on the Pacific Coast, and it thus set the stage for the birth of a new economic giant. Richly endowed, Moss Landing, as the place was called, now waited only for man to recognize its potential and do something about it.

Today, Moss Landing has been recognized for what it is and what it could be in another decade, another generation. But the vision of many men, although it can encompass the new dream, is not big enough sometimes to take in all its ramifications. There are many who worry about a neighbor getting rich, not realizing that wealth slops over.

Because of this and other human failings, such as man's frequent hesitation to seize the bull by the horns even though he may see the opportunity for it, Moss Landing's future as a giant is not a foregone conclusion. It may grow and prosper, or it may remain in stunted infancy. This year, 1955, and the next are the crucial ones in its development.

• • •

What could Moss Landing's future be like?

Imagine a large, bustling port, with mooring facilities for several hundred ocean-going vessels. Behind the port's waterfront, radiating to the east, south and north, a vast industrial development: its business tentacles reaching out to Watsonville and Salinas, even to Santa Cruz and San Jose and as far south as King City and Big Sur.

A phantasy?

Perhaps. But more likely a very possible reality as California grows rapidly into the largest, busiest state of the union; with industry seeking land where it can expand, where it can receive raw materials and ship its products at the lowest possible cost.

A development of this kind would bring thousands upon thousands of workers to the area. This would result in far-flung residential projects. The present trend is not to live next door to factories, and the employes of the plants would flood the commuting range, triggering a tremendous housing and retail business boom, particularly on the desirable Peninsula.

Those sceptical of what such a development might mean to the Peninsula need only consider commuting distances so cheerfully traveled by workers in San Francisco or Los Angeles. It's only 25 miles from Moss Landing to Monterey, and 25 miles is a small price to pay for pleasant living.

Already the trend is obvious. Moss Landing has a population of about 200, mostly fishermen, harbor workers, and some farm laborers, but many more people than that work there. The Pacific Gas & Electric Company's magnificent $81,500,000 steam plant, second biggest steam plant on the West Coast, buzzing 580,000 kilowatts out of its five huge generating units, has 138 employees.

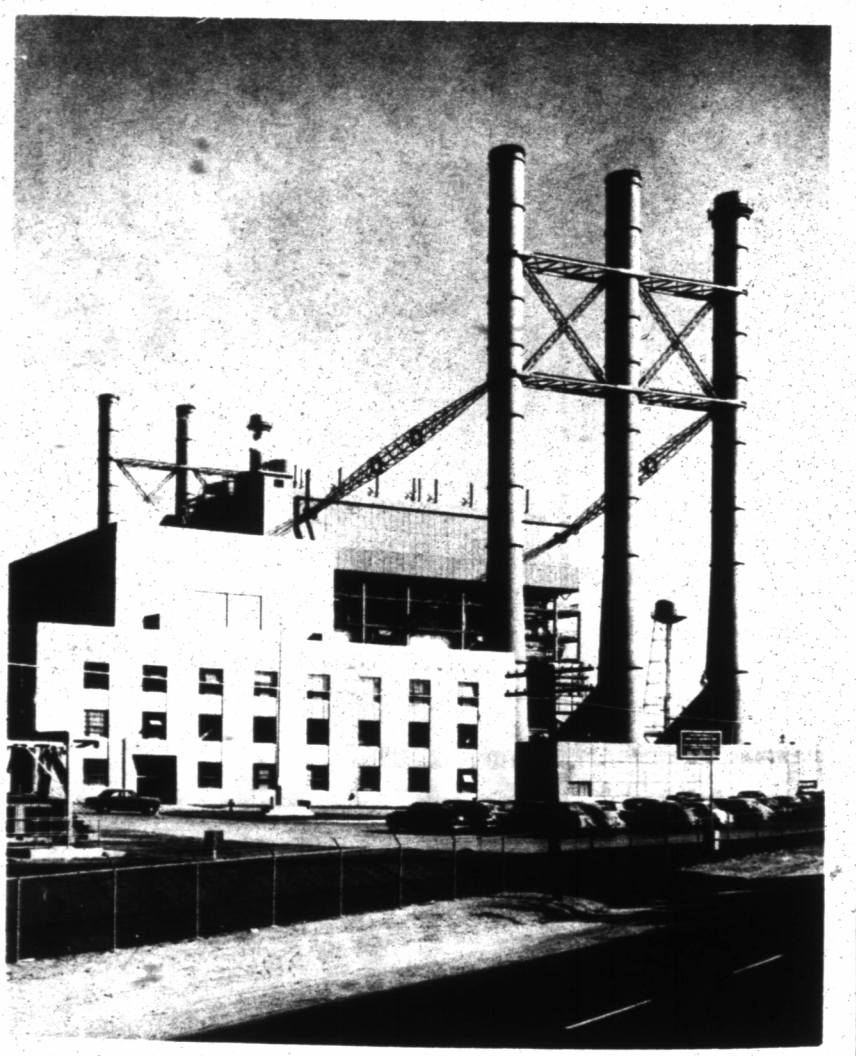
The two multi-million dollar Moss Landing plants of the Natividad-Moss Landing Kaiser Aluminum and Chemical Corp. three-plant complex have over 200 employes.

Almost all of these people live outside Moss Landing, a good many--including the top brass--on the Peninsula.

Robert Bannister, 42-year-old division steam superintendent for PG&E, commutes to Del Rey Oaks. D. M. Kerr, Kaiser boss in Moss Landing, lives in Carmel, as does Donald L. Woodward, an enterprising man in his early 50's who came to Moss Landing five years ago to operate Moss Landing Maritime Associates, a busy outfit that does everything from selling tackle to handling real estate deals. Several owners and skippers of boats docked at Moss Landing have also purchased homes on the Peninsula.

T. E. Ward, PG&E Coast Valleys Division manager, points out the opportunity for the area.

"The great centers of population," he says, "with the San



SECOND BIGGEST steam plant west of the Mississippi is operated at Moss Landing by the Pacific Gas and Electric Company. The plant has five generating units with a total capacity of 580,000 kilowatts, produces enough power at full load to supply all the needs of two cities the size of San Francisco. Photo courtesy PG&E

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DING MAKE HISTORY

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"With adequate land, gas, electricity, anchorage facilities, and a good climate to attract newcomers, the Moss Landing area can be part of this large development."

The county supervisors are beginning to show an increased interest in Moss Landing's potential. A proposed relocation of Highway One in the Moss Landing area was discussed by the supervisors last October. In December, the county planning commission was ordered to draw up a master plan for the area.

With the Southern Pacific tracks only three miles from Moss Landing, an almost unlimited source of electric power right at hand, and a natural gas feed from Hollister, industries would have every reason to select their sites on this master plan IF,... and this if, of which there are actually two, are the crucial factors in Moss Landing's eventual development.

The first is IF Moss Landing had a fully developed harbor. That means a port of adequate size, all necessary facilities and, of course, sufficient depth to allow ocean-going freighters to enter it.

It would mean, in addition to other improvements, a dredging to a depth of at least 40 feet in the entrance channel, in the harbor basins to the north and south of Elkhorn Slough, and finally, dredging of Elkhorn Slough itself for as long a distance as financially possible. It could be dredged for several miles.

To build such a port could cost anywhere from $6 million to $22 million and might take several years. Even so, it would be cheaper than the development of a port of similar capacity and safety anywhere else along the coast between San Francisco and Los Angeles, experts say. Still, only the Federal Government would be capable of financing such an expenditure, and the Federal Government would have to be offi-

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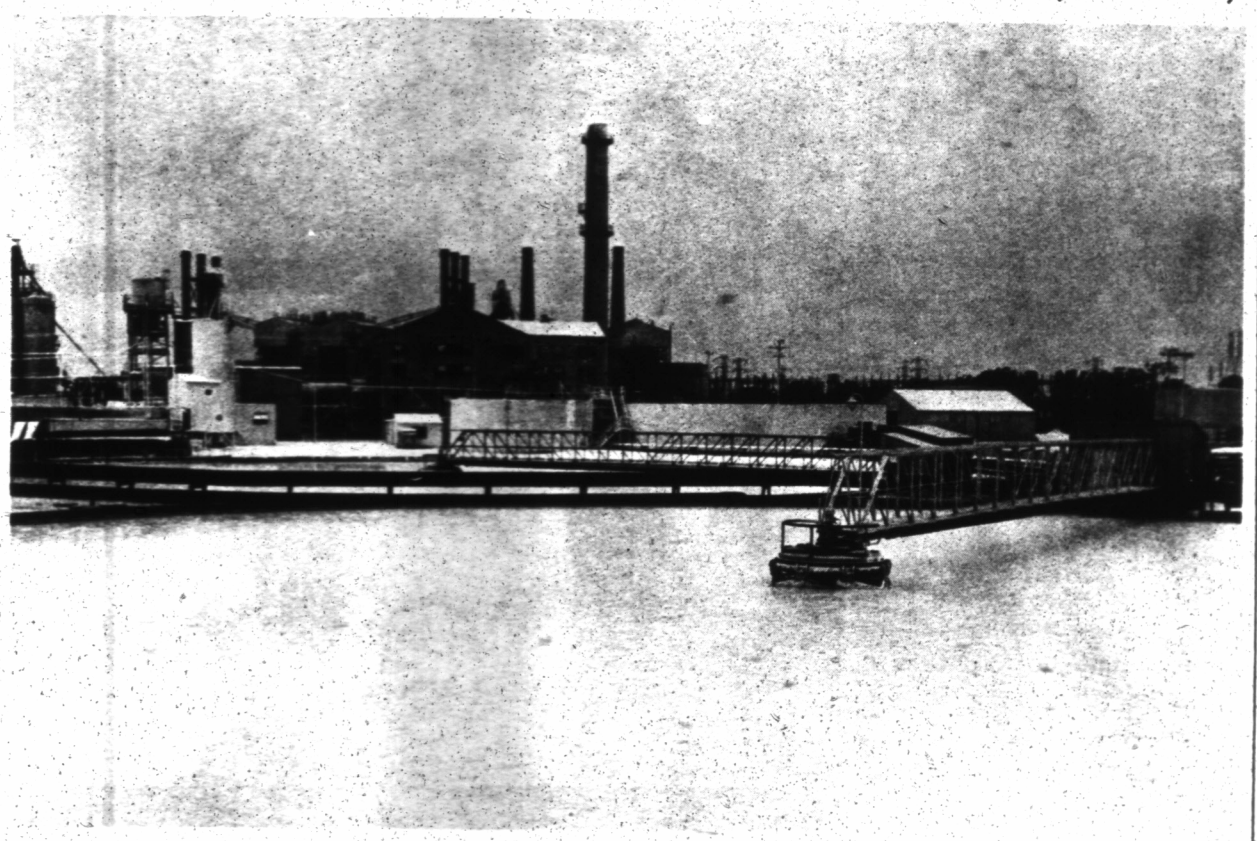

MAGNESIA SEAWATER PLANT of the Kaiser Aluminum & Chemical Corp. manufactures magnesia by combining calcinated dolomite from the Kaiser plant at Natividad, 15 miles away, with sea water. Some of the plant's output is then used in the Kaiser plant next door. Cal-Pictures.

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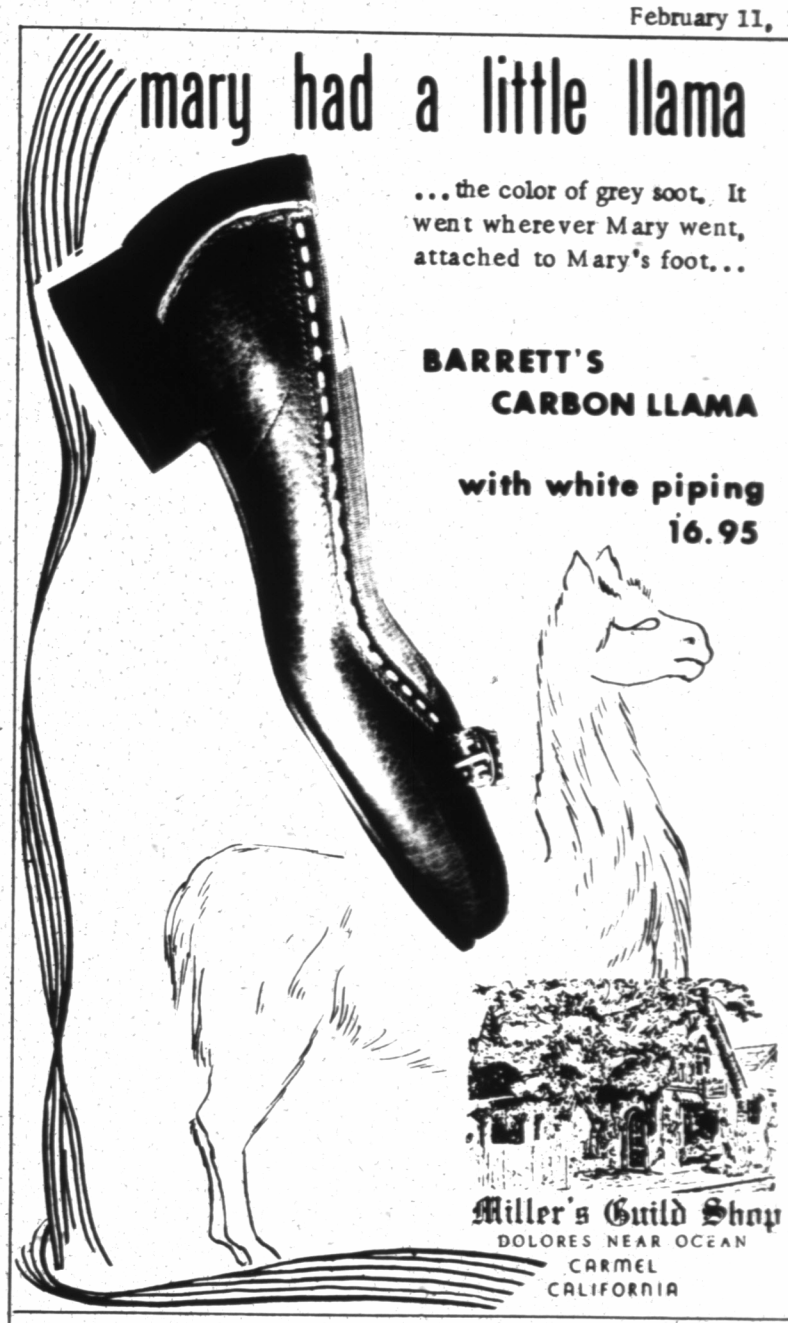

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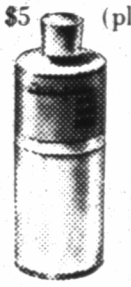

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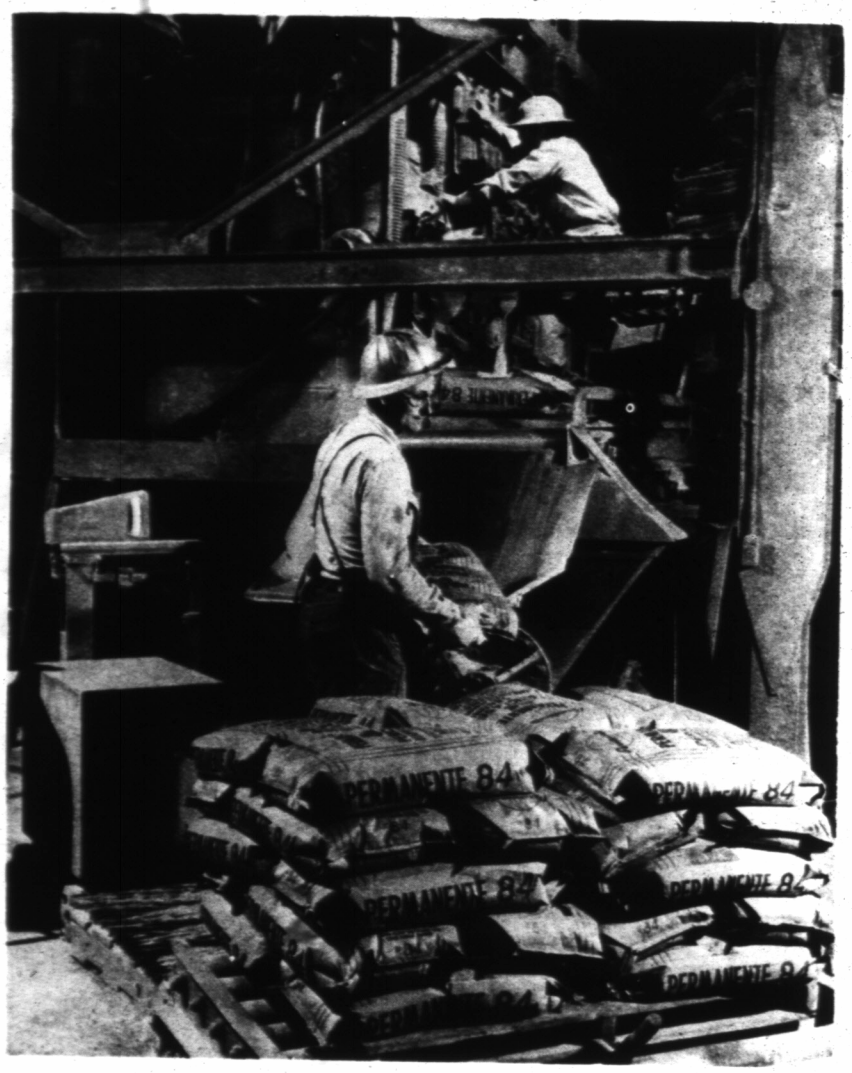
MOSS LANDING

(Cont'd from A-3)



RAMMING MIXES are among the materials produced at the Kaiser refractory plant. The mixes are sacked and then shipped primarily for use in steel open-hearth furnaces. - Cal-Pictures -

cially convinced of Moss Landing's importance and the harbor district's seriousness in wanting to develop it.

The Government won't even consider Moss Landing until the harbor is fully surveyed, until the public has guaranteed free access to the port, until the district commits itself to deed to the United States, without cost, all lands, easements and rights of way for the construction project and its subsequent maintenance. None of these requirements have yet been fulfilled.

The other IF is if the industry were given sufficient incentive by those who own land in the area. Naturally, the cheaper the real estate offered, the bigger the incentive. Sometimes it pays to make a little less today in order to make more tomorrow.

This problem has been solved elsewhere by districts buying up land and offering it at extremely low rates. There have been rumors that Ford Motor and Wrigley Chewing Gum investigated Moss Landing before they placed their West Coast plants at Milpitas and Santa Cruz respectively. No one seems to know why they did not pick Moss. It could, conceivably, have been the price of land there.

• • •

Like Caesar's Gaul, Moss Landing of today is divided in three parts.

There is the "island", some two miles long and between 700 and 1,000 feet wide in its main body. It is separated from the mainland by the slough that once held the Salinas River. It is connected to the mainland by a causeway and a bridge. The causeway contains a tidal gate that permits fresh water run-off but holds back the salt tide from pushing into the upper reaches of the slough.

On the island are old warehouses from the sardine days, docks, ship chandlers' establishments, grey shacks that look gloomy in the fog and decrepit in the sunshine: a waterfront in miniature.

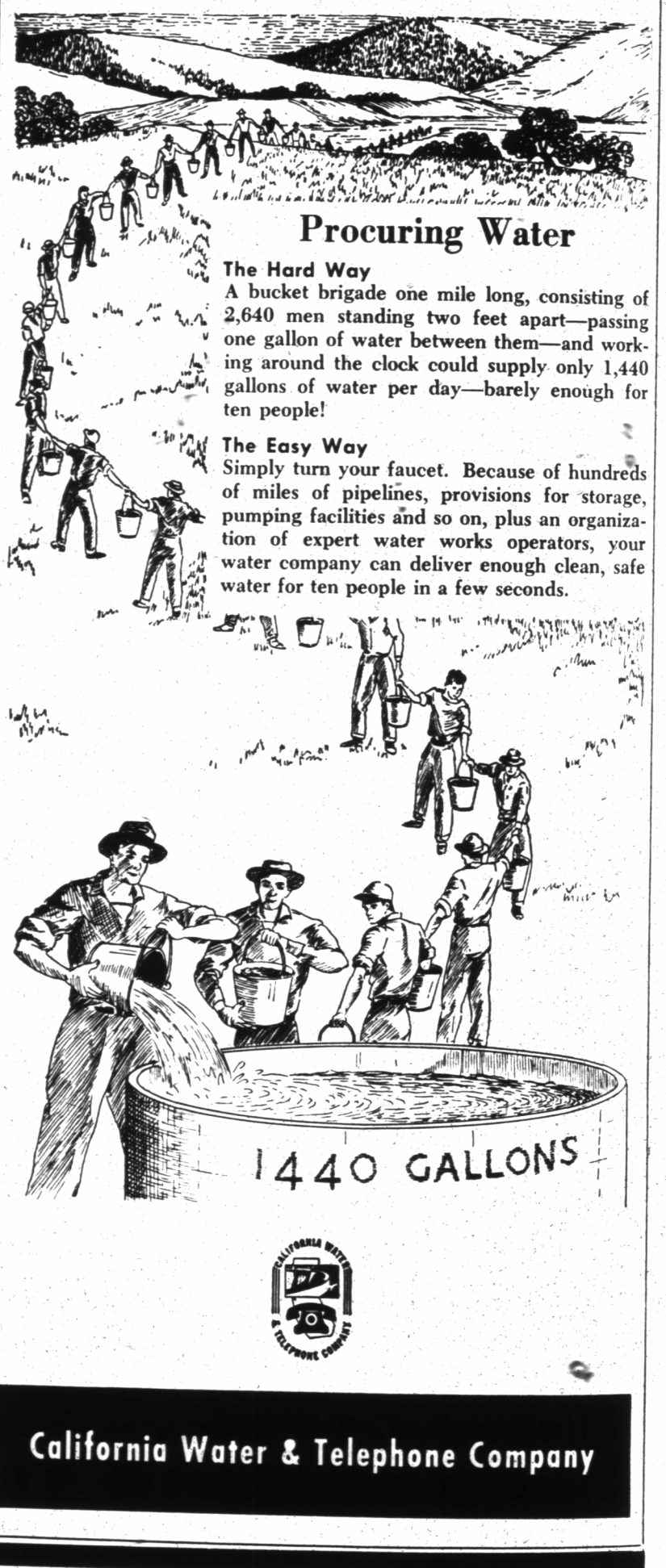
Then there is the land south of Elkhorn Slough, today Moss Landing's industrial focus. Here are the PG&E and Kaiser plants. Kaiser dates back to 1942; PG&E went into operation in 1950. The Mearl Corporation, a chemical company of New York and New Jersey, bought 21 acres behind PG&E for about $35,000 in 1953, but no plant has yet been built on the site.

And then there is the land north of Elkhorn Slough, mostly graznig and agricultural land like the rest of the acreage south of the slough. Some of the land is salt flats where commercial salts are precipitated from sea water. Some of it is in fine vegetable truck gardens operated by the Capurra brothers and their sons.

From the north of Elkhorn Slough, a sliver of sand dune land juts southward out into the sea, completing the protective pincer around the harbor. In the curve of this northern pincer is the yacht basin where currently about 50 pleasure craft are berthed. Owners come weekends and on vacations from inland points and even other coast cities, like San Francisco, because they like the protected situation of Moss Landing harbor for their ocean-going craft.

Commercial ships tie up south of Elkhorn Slough, by the "island" under the watchful eye of Harbor Master John Woolsey. Each year more of them come to the port for safe winter mooring. This

(Cont'd on F-1)



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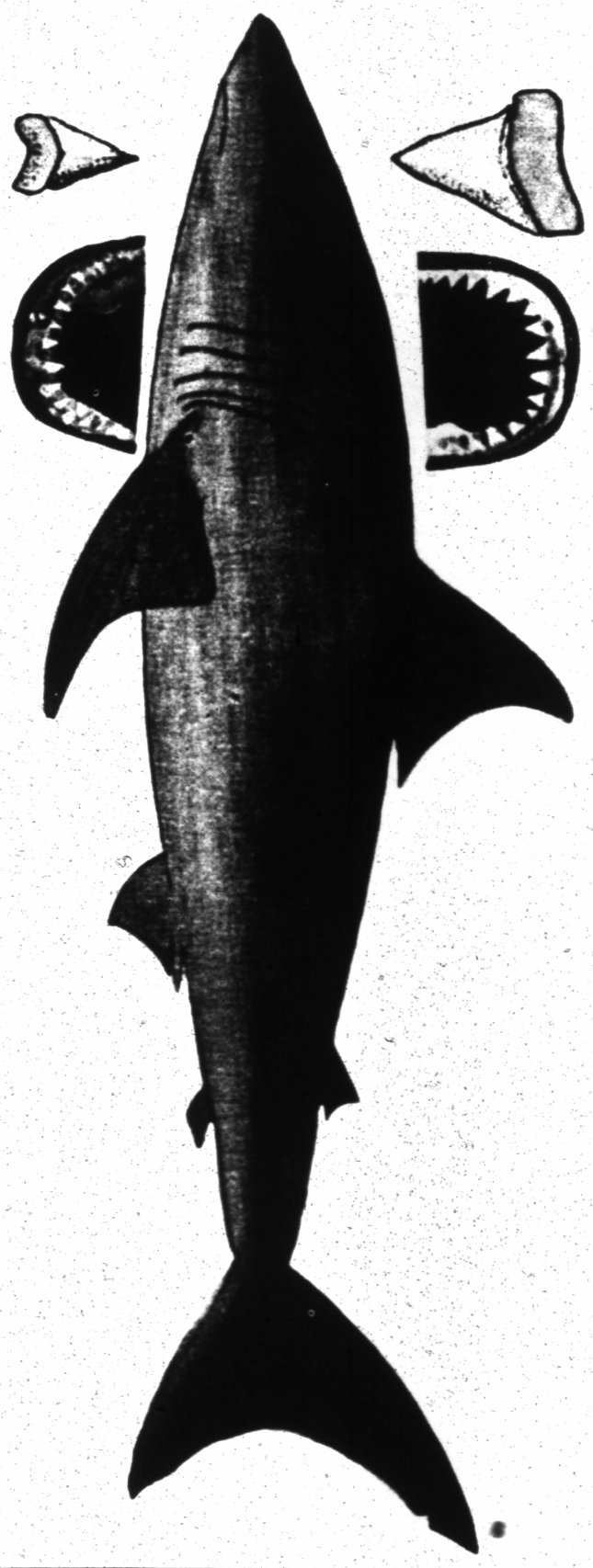

LOWDOWN ON

KILLER IN THE BAY

Pacific Grove made the nations' headlines this week when for the second time in 26 months a Man Eater shark attacked a swimmer off Lover's Point.

Sunday's swimmer, James F. Jacobs, 19, of Santa Cruz, was lucky. He escaped with severe scratches on his feet and ankles.

Remembering, however, the gory death two years ago of 17-year-old Barry Williams of Pacific Grove, the Peninsula became alarmed by the shark menace off its shores.

A shark hunt was planned for the Bay by the Fish and Game people, and Robert Western, 35, of 866 Jessie Street on Huckleberry Hill, organized a private shark patrol to eliminate potential killers in the beach waters.

But at Hopkins Marine Station, Stanford University's Pacific Grove outpost, Thomas Fast, 32-year-old oceanographic technician and biologist who studies sharks for a side line, said there isn't much sense to all this excitement.

"The only way to avoid sharks with absolute certainty," he said, "is to stay out of the ocean."

He went on to predict that if skin-diving and spear fishing continue to gain in popularity, shark accidents will show a considerable increase.

He explained:

When a fish is killed it makes a definite death sound. This characteristic death vibration, perhaps caused by a final spasm, travels through water at the amazing speed of 4,500 feet per second. (In the atmosphere, at sea level, sound travels at about 750 feet per second.) Sharks always have their ears perked for this sound. They head for it immediately. Furthermore, they can smell or taste--scientists are not sure which --"hellishly small chemical concentrations", particularly blood.

So, heading for the sound of death, they soon come on the source with the uncanny accuracy of a guided missle.

Skin divers, out spear fishing, provide an ideal target for a roaming shark: the speared fish dies, radioes its death message, bleeds into the water. Soon the hungry shark shows up.

Sunday's shark attack was preceded by just such a death by spear of a two-foot cabezone which Jacobs had just sacked when the big fish struck. And two years ago, the unfortunate Williams was swimmnig near a skin-diving group.

Man Eater sharks of the kind that killed Williams and nibbled on Jacobs, Fast said, are of a species known as the Great White Shark (Carcharodon carcharia).

Together with most varieties of shark, the Great White Shark--which has been recorded at 21 feet in length and 7,100 pounds in weight--is a "cosmopolitan beast", inhabitating almost all oceans in the tropical and temperate zones, the coastal waters of Cal-

(Continued on D-1)

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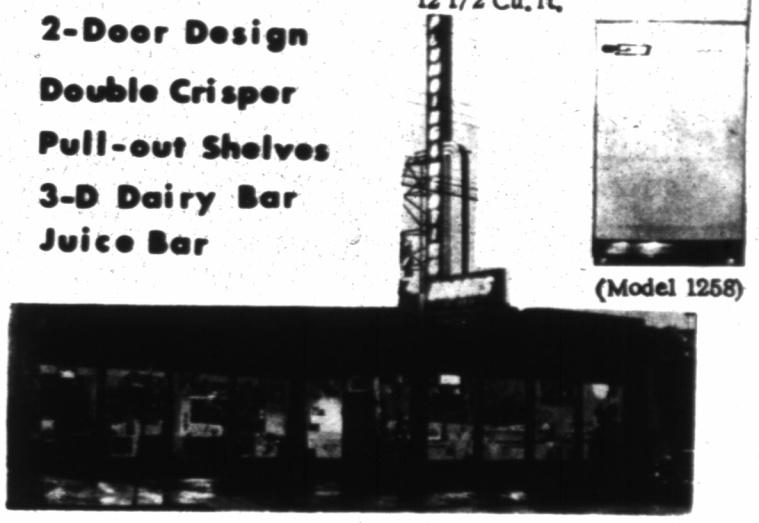

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No Whistles for 'Silver Whistle'

During intermission at the Golden Bough Players Circle the other night, a generous and kindly soul remarked: "At a dollar and a quarter you can't lose."

What he said is a pretty perfect review-in-a-nutshell of the theater-in-the-round's latest offering, Robert McEnroe's "The Silver Whistle".

Just why the Circle Players picked this lemon is a mystery. Chicago critics panned it. In New

(Cont'd on E-1)

WHARF'S 'PICNIC' CLICKS

The Wharf Players rolled up into high gear this week in their opening of "Picnic".

It was welcomed after the mid-winter doldrums of "Charley's Aunt" and "My Three Angels".

Not that "Picnic" is that good, but it is more than a creditable handling of Inge's study of frustration--nicely balanced with pathos and humor.

The vehicle, focused in a mid-western surrounding, deals with a socially ostracized, delinquent roughneck, who walks into what passes as middle class respectability via a friend. After seducing his friend's girl he has to beat it.

The affair spoils his chance at respectability, his friend's chance at romance, the mother's desire for a wealthy marriage--and mildly upsets a younger sister who loses the round to the elder sister.

The Wharf Players manage to wring a good deal of pathos and humor out of this situation with some genuine life-like acting and able directing by Thomas Brock.

Standouts are the Dam sisters, who more than hold their own. Gwen Dam, making a first appearance here, would be a good item for the Wharf to hang on to. She does a deft portrayal of a good looking teenager who keeps her pedestal with the local yokels but loses out to the intruder.

Her sister, Jeanne, an old Wharfer, does her best to date as the younger sister. Often criticized for over-acting, she seems to have a nice feel for the part.

Another romance bursting in the play is that of a frustrated school marm, Betty Fowlston, and her lover, Nick LeFeuvre. Both play their parts to the hilt. In fact, LeFeuvre, who could well win a contest as the actor who has progressed the most, puts over an almost flawless performance.

Carmalita Benson plays with sensitivity and understanding the role of the harrassed mother.

Richard Rowans as the muscle-flexing intruder holds the reins of a difficult part within bounds. Robert Carson does a workmanlike job of the friend.

Biggest flaw in the performance is the occasional overplay of the spicy dialogue. Underplaying would be more effective.

It looks like Director Thomas Brock is back in the money.

--T. H.

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KILLER

(Cont'd from B-1)

ifornia included.

Monterey Bay, in fact, is a favorite shark hangout. Most of the sharks are Blue Sharks which are not quite so dangerous because they rarely grow larger than 10 feet, but when fishermen used to go out after shark in the Bay in the days when shark liver was a sought-after vitamin source, they often got Man Eaters on their hooks.

They are not rare, Fast said, by any means, and it's only wishful thinking on man's part to presume that they don't forage into shallow water.

Although sharks may inhabit a given area in large numbers, Fast does not think that they ordinarily travel in schools. They are big. They require a lot of nourishment. And if there'd be too many in a swarm, the food problem would be too great.

Fast says that, from the point of view of other species, including man, sharks are altogether hateful beasts. They eat, and can digest, almost anything, and they eat as much and as often as they get the chance. Even dying sharks will keep on eating as their own entrails hang out.

Their equipment for finding food has already been discussed. Their equipment for devouring it is equally efficient. With his powerful jaw muscles, a shark can tear off almost anything. His teeth are not overly big, rarely larger than a couple of inches, usually much less, but they are strong teeth, unbelievably sharp and pointed and often serrated like a saw.

Running into a wide-open, hungry set of these is a chance you take if you go in the ocean, especially spear fishing. Not that this should, or would, discourage anyone from following the sport, Fast thinks.

"If you figure it in terms of man hours spent in the water," he said, "it's probably still a lot safer than driving is in terms of man-hours spent in moving automobiles.

"It's no worse than the avalanches mountaineers have to figure on happening once in a while, and certainly a lot rarer than the spills every skier takes.

"You know, it's kind of funny when you think about it. When one man kills another hardly anybody pays any attention, but when another animal kills a man, all hell breaks loose. I suppose it upsets our anthropocentric view."

In behalf of a lot of upset anthropocentric views, Fast this week tried to reconstruct Sunday's incident with the testimony and evidence at hand.

The evidence was a swimming fin with some deep gashes in it. It was one of Jacob's. His other was lost, may now be in the process of digestion by the shark. The gashes convinced Fast, and in turn police, that only a shark's teeth could have done this damage to hard rubber in a mere glancing swipe.

Eyewitness accounts of Jacobs, and other skin divers from his Santa Cruz outfit who came to his aid, helped Fast decide on the Great White species and the beast's size: somewhere between 15 and 18 feet long. This he figured on the basis of two and a half foot thickness behind the shark's eyes, which was reported by Jacobs who never did see all of the fish.

The shark, which attacked Jacobs about 200 yards off the main beach, apparently never made its famous lunging assault. Fast figures it just made an exploratory pass at the rubber-sheathed figure of Jacobs, tasted the rubber and took off when the excitement started. Had Jacbos not been in a rubber suit, which kept in his human scent, he might have shared the fate of Williams.

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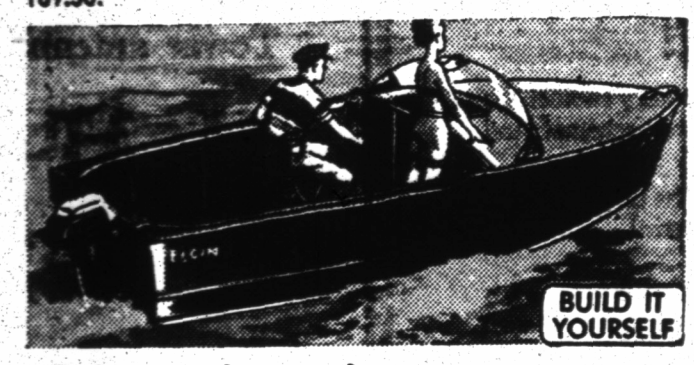

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MONTEREY, CALIF. FEBRUARY 11, 1955

C-1

BIG WAR GAMES FOR COAST

Fort Ord is buzzing these days with preparations for the biggest combined operations exercises on the West Coast since 1949.

The maneuver, code-named "Operation Surf Board", will be held by Army, Navy and Marines March 21 through 30 on San Clemente Island, the beaches of San Simeon, the Hearst Estate and Hunter Liggett Military Reservation.

Maneuver headquarters are currently at Fort Ord, will be moved to Hunter Liggett in 10 days.

Gen. Willard E. Wyman, commander of the Sixth Army, is the maneuver director. On his staff are 185 officers and men from Fort Ord, including the deputy post commander, Brig. Gen. Wilbur E. Dunkelberg, who is deputy maneuver director.

Among other Ord officers detailed to the exercises are Col. Owen R. Durham, maneuver chief of staff; Col. Henry Tavel, chaplain; Lt. Col. Howard A. Gorman, signal officer, and Col. Allen C. Miller, chief umpire whose staff is now being trained in a special umpire school at the post.

Two Ord outfits, the 34th Eng. Group headquarters and headquarters company and the 41st Signal Bn., totaling 366 men, will be among the 1,000 some members of the aggressor force which will be presumed to have invaded the United States after landing in Mexico.

The aggressor's theoretical front line will stretch from Santa Cruz to Fresno, while the object of the exercise is to wrest San Clemente Island from the invaders' grasp and send a re-enforced regimental combat team on a raid behind the enemy lines to destroy a guided missile installation about 30 miles from the coast behind the Santa Lucia range.

The defending force, which will be landed on the beaches of San Simeon with Navy and Marine air support, will total some 5,000 men, most of them members of the 38th Regimental Combat Team which will have embarked at Fort Lewis, Wash.

About 50 Navy vessels, including air craft carriers, will take part in the operation. And, as an innovation, the civilian public can take a look at the fire works this time; special spectator areas will be roped off around San Simeon to the north and south of the amphibious operation zone.

Highway One will be closed to through-traffic for the hours of the landings.

The maneuver will involve the use of simulated atomic weapons, guided missiles, as well as the heretofore conventional means of modern warfare: amphibious craft, aerial re-supply and just plain old shooting.

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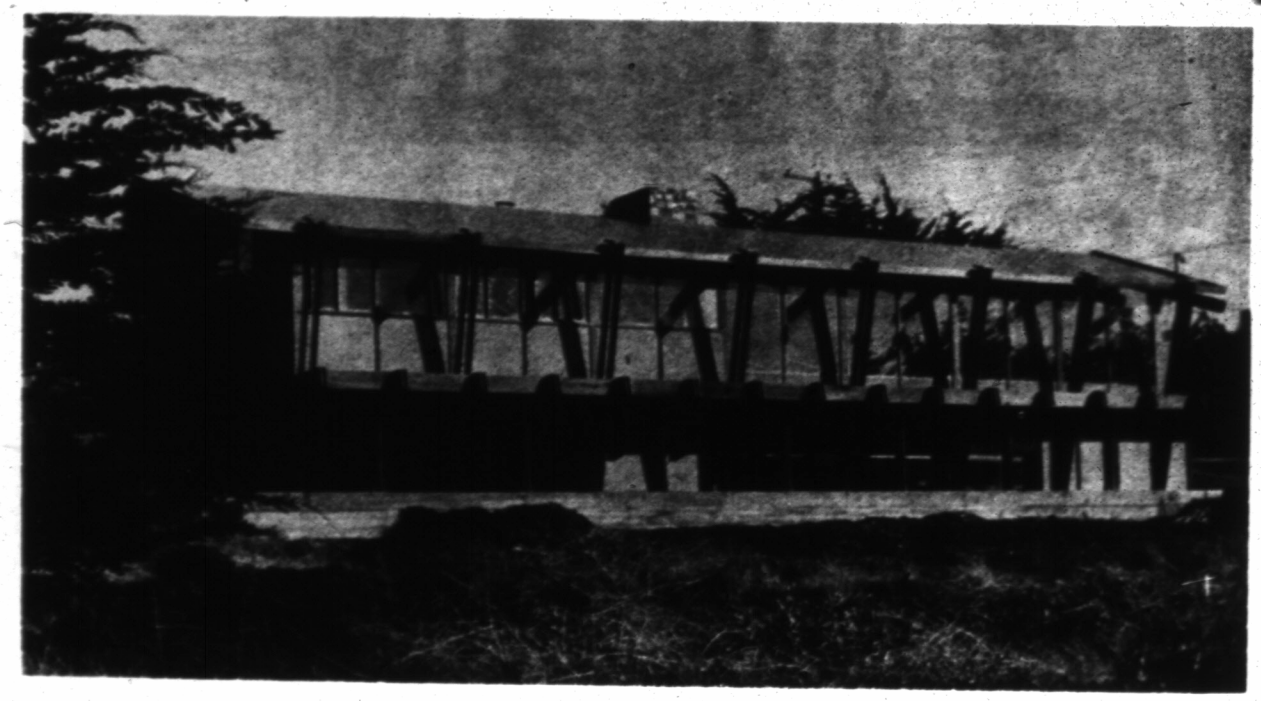


The most economical way to build an off-the-ground house is to put it on stilts.

This principle was followed by Carmel Designer Mark Mills, a student of Frank Lloyd Wright, in his latest architectural project which is now nearing completion at Scenic Drive and Santa Lucia.

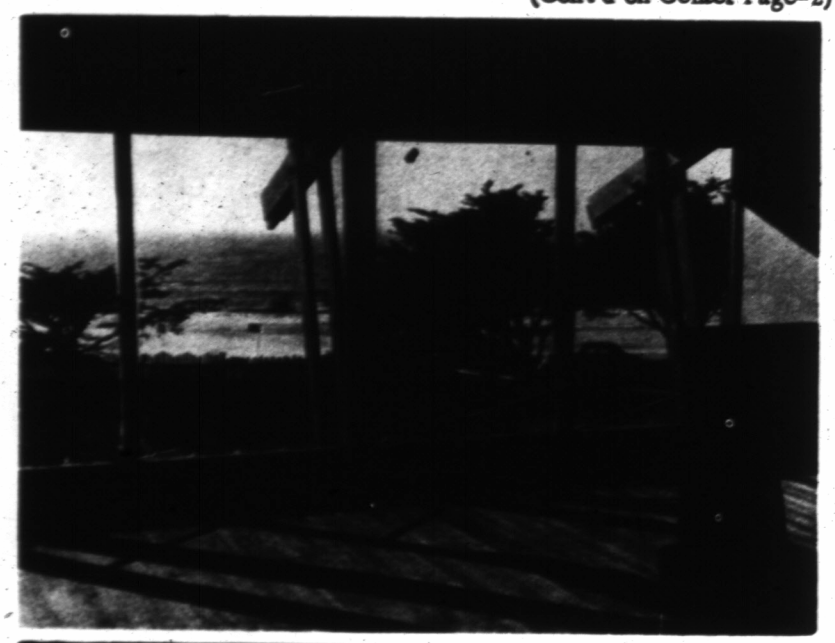
The home site is at the top of a gently sloping four-lot plot. Its magnificent view of Carmel Bay is currently unobstructed, but the problem faced by Mills was that the owner of the property has tentative plans to eventually build three other homes on it. These, unless all designs be properly coordinated, could spoil the first home's view in a hurry.

It was, therefore, evident that, in order to safegurad the view, the living areas of the initial house would have to be well off the ground.

The "toothpick" device used by Mills to accomplish this is not original with him, but it's still rare enough to be an architectural novelty. There are two other homes on the Peninsula, one in Pacific Grove and the other in Carmel Valley, of this type of construction. Both were designed by Nick Hetrovo.

The structural unit, used now by Mills and earlier by Hetrovo,

(Cont'd on Center Page-2)



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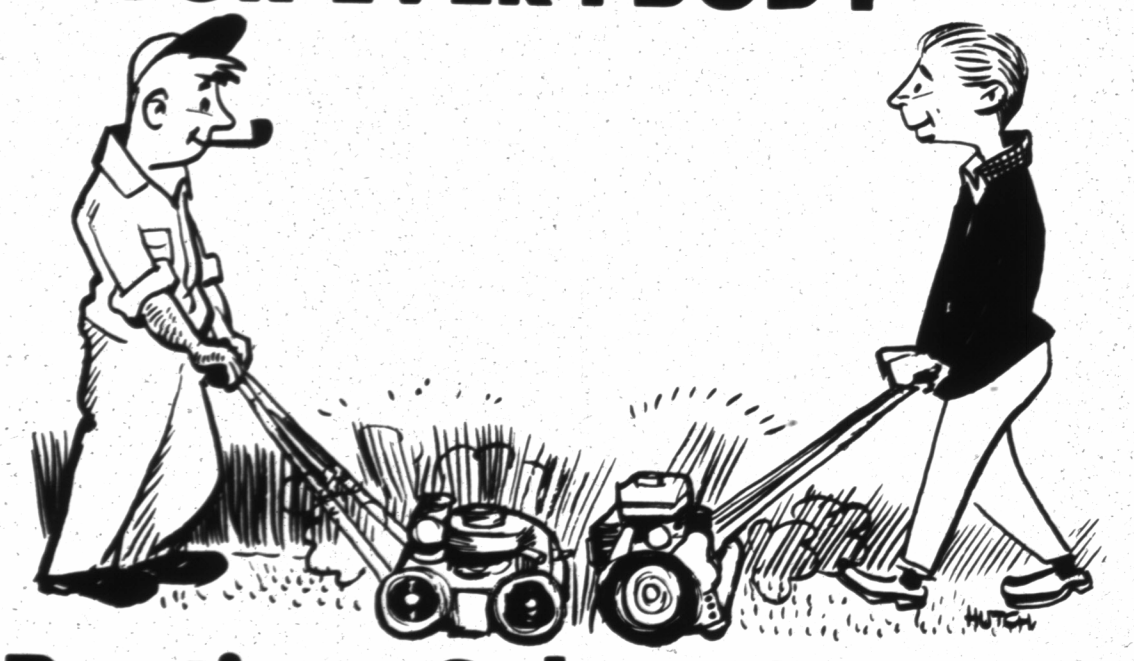

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book looks MOUNTAINS TO LINCOLN

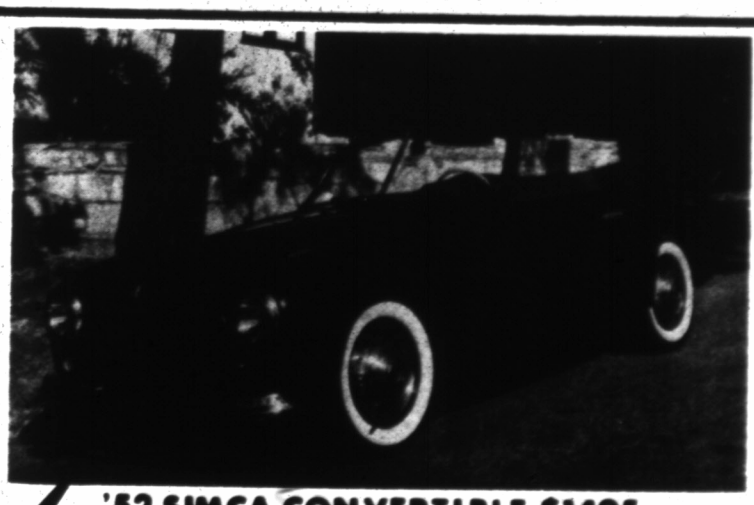
(Cont'd from Center -4)

Lincoln and particularly with all the contradictory stories about his assassination. He began then to keep a series of twenty-five note books, each to cover one hour between 7 a.m. on Friday, April 14, 1865 and 7:22 o'clock the next morning, when Lincoln died. Over the years, as Mr. Bishop read and noted, his note books became jammed with a mass of facts. Two years ago he settled down to make consecutive sense of his notes, to find the most reliable versions of various facets of the whole, to write this book.

The result is a work annoyingly studded with journalistic cliches, but on the whole a brilliant picture of looming tragedy, Grecian in its power and sometimes almost unbearable in its intensity. We watch the great man, stooped and old beyond his years, convinced that he is soon to die, but determined that the beaten South shall be treated as gently as possible. We see John Wilkes Booth and the other conspirators making their half-crazy plans. And all the other lesser figures of the drama, against a backdrop of a muddy and half-civilized Washington madly celebrating the end of a tragic war. This is a brilliant book--in conception and execution; perhaps the ideal way of telling the story of a tragedy which must bring, in the reading, tears to the eyes of any American properly conscious of his heritage.

You need not be fond of the works of Scott to enjoy SIR WALTER SCOTT (Harper, $4), by that prolific and always entertaining biographer, Hesketh Pearson. I am one of those--noted by Mr. Pearson--forced in childhood to read some of Scott's worst and wordiest novels, like "Ivanhoe" and "Kenilworth." I have suffered since from considerable prejudice against the man. This attitude need detract in no way from the fact that this is a remarkably fine biography of a fine and remarkable man.

Lamed in childhood by polio, financially wrecked in middle life, he nevertheless remained throughout his years a kindly and charming man, whose great fame never changed his equal liking for the great and the foolish, the lord and the peasant.



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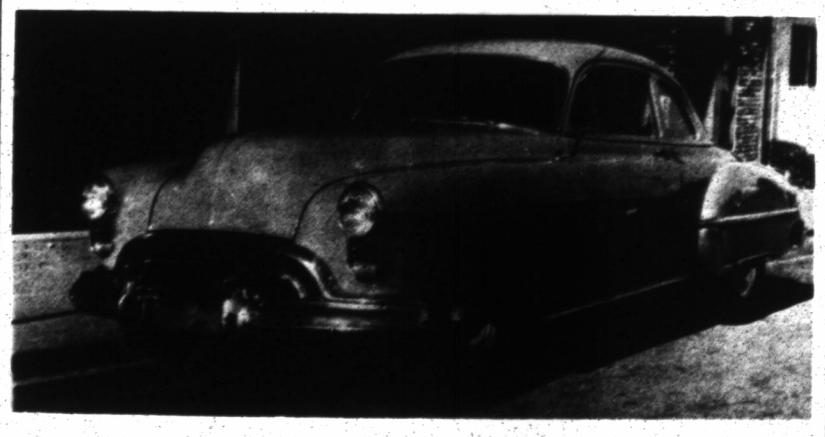

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BROWN SPEAKS

John Mason Brown, noted lecturer, critic and contributing editor of the Saturday Review, will speak at Sunset Auditorium, Carmel, at 8:30 p.m., Sunday, February 27. His lecture title, like that of his Saturday Review column, will be "Seeing Things".

Silver Whistle

(Cont'd from B-2)

York, despite the fact that some critics were quite laudatory in an apparent attempt to lord it over their colleagues from the windy city, the show didn't last very long.

At the Golden Bough, both as a play and as a production, it falls far short of the standards one expects from this talented group after their recent series of enjoyable, and often unusually slick, offerings.

Briefly, "Whistle" is about a tramp who invades an old folks' home under false pretenses, cheers up its inmates and teaches them that one is only as old as one feels. All this comes out as a mildly amusing, weird ooze of sentimentality, third-rate oratory and whiskey fume slapstick, with an occasional moment or two of true humor and true pathos thrown in, apparently, to make you feel the lack of it elsewhere in the play.

There are some good performances, notably by Gene Eplett, Babs Richardson, Katharyn Chappell (orchids to this little lady!), Douglas Macfarlane and Ed Bryant. The tramp-lead, David Sachs, tries hard, but his stagey English sounds like he has a German potato in his mouth. Direction is by Don Gunderson.

--G.S.B.

BINGVILLE

Monterey's new Youth Center, named "Bingville" in honor of Bing Crosby's sponsorship, will be dedicated tomorrow with a series of festivities lasting all afternoon and evening.

Official dedication ceremonies will start at 1 p.m. after a Fort Ord Band concert. It will be followed by an open house to acquaint adults of the community with the new youth project.

In the evening, there will be a big dance, with entertainment and refreshments, for teen-agers.

Celebrities have been invited to attend the opening, including Governor Knight, Bing Crosby, Hank Ketchum and several motion picture stars.

SEMI-ANNUAL REPORT OF THE PUBLIC ADMINISTRATOR OF MONTEREY COUNTY

TO THE HONORABLE, ANTHONY BRAZIL, Judge of the Superior Court of the County of Monterey, State of California, Sir: The undersigned, Elmer L. Machado, as Public Administrator in and for the County of Monterey, State of California, respectfully makes this return of all estates coming into his hands during the six months period from July 1, 1954, in pursuance of the provisions of Sections 1150 and 1153 of the Probate Code:

Date of Issuance of Letters of Administration (1954)	Name of Decedent	Value of Estate	Moneys of Estate that have come into my hands	Debts, Expenses and Funeral Charges Paid	Balance of Cash on Hand	Attorney's Fees Allowed	Administrator's Commission Allowed	Remarks
July 2 (W/Will Annexed)	FRANK DENNER	Unknown	None	None	None	None	None	Pending
July 9	HARRY BARR	*5374.19	2789.16	1062.54	1726.62	None	None	Pending
July 9	EDWARD F. TRIGO, aka EDWARD F. TREGO	1750.00	None	None	None	None	None	Pending
July 13	JEANNETTE FESSER, aka JEANETTE FESSOR WITT WILLIAM	179.66	179.66	179.66	None	None	None	Summary Admin.
July 13	FREDERICK TEAR ERNEST	3.10	3.10	3.10	None	None	None	Summary Admin.
July 13	EDGAR COLTRANE	24.07	24.07	24.07	None	None	None	Summary Admin.
July 19	LEONARD RANDALL	15.22	15.22	15.22	None	None	None	Summary Admin.
August 27	MARIAN PARKS	1400.00	150.00	None	150.00	None	None	Pending
August 27 (W/Will Annexed)	WERNER TORNROTH	1200.00	None	None	None	None	None	Pending
August 27 (W/Will Annexed)	NELLIE M. TORNROTH, aka NELLIE MAY TORNROTH	1200.00	None	None	None	None	None	Pending
August 31	JOHN PANZICH, aka JOHN FILIP PANDZICH ROSCAL	Unknown	5.61	5.61	None	None	None	Summary Admin. Pending
October 1	LEROY DRAPER, JR.	1479.53	1479.53	44.11	1435.42	None	None	Pending
October 6 (Spec. Ltrs.)	BERTHA L. STRONG	Unknown	None	None	None	None	None	Pending
October 26 (W/Will Annexed)	BERTHA L. STRONG	Unknown	36,438.67	2392.81	34,045.86	None	None	Pending
October 29	HAWKINS ALDRIDGE	Unknown	1225.91	286.27	939.64	None	None	Pending
October 29	MARGARET NEWBY, aka MAGGIE A. NEWBY	None	None	None	None	None	None	Pending
November 5	AGOSTINO SCOLARI	5007.70	5007.70	None	5007.70	None	None	Pending
November 10	LANCE ALVIN DARRELL	192.02	192.02	192.02	None	None	None	Summary Admin.
November 12	LORAINE HANSEN MIGUEL LAGARE	Unknown	78.95	17.40	61.55	None	None	Pending
November 19	MAGSALAY ALICE E. GAMMAN, aka ALICE EDE GAMMAN, aka	1464.14	1357.14	471.69	885.45	None	None	Pending
December 3 (W/Will Annexed)	A. E. GAMMAN CLYDE EDWARD	None	None	None	None	None	None	Pending
December 31	BERTRAM	Unknown	20,076.36	None	20,076.36	None	None	Pending

STATE OF CALIFORNIA,)
) ss.
County of Monterey.)

Elmer L. Machado, being first duly sworn, deposes and says:

That he is the Public Administrator of the County of Monterey, State of California; that the foregoing is a full, true and correct return of all the estates coming into his hands during the six months period from July 1, 1954, and that said return shows the value of each estate, the moneys which have come into his hands from every such estate, what has been done with said moneys, and the amount of his commissions, the expenses incurred in each estate, and the balance of money in each estate remaining in his hands; that he is not interested in any expenditures made on account of any of the above-named estates, nor is he associated in business or otherwise with anyone who is so interested.

ELMER L. MACHADO
Public Administrator in and for the County of Monterey, State of California.

Subscribed and sworn to before me this 31st day of January, 1955.

LAURA A. FREELAND
Notary Public in and for the County of Monterey, State of California.

(Notarial Seal)

Published in the Pacific Grove Tribune
Date of first publication: February 11, 1955

Dates of publication: February 25, 1955; March 11, 1955; March 25, 1955; April 15, 1955; April 29, 1955.

MOSS LANDING

(Cont'd from A-4)

THIS YEAR 200 fishing trawlers are berthed at Moss Landing for the winter.

winter there are about 200 tied up, some from as far away as Alaska. In the summer, many more ships, especially modern, refrigerated trawlers, call on the port. They come at the beginning of May for salmon, leave at the end of June for albacore fishing in Mexican waters, then return with the albacore migration at the end of August. Woodward counted some 600 different fishing vessels that used the services of his maritime store last season. The trawlers could put in at Monterey, but they like Moss Landing better.

To help service the ships, a $35,000 repair facility, including boat railroad and dry storage, will be started on the island in March. It should be in operation by fall.

• • •

Moss Landing's assessed valuation for 1954 was $34,614,565, a staggering 13 per cent of Monterey County's total $262,591,765 assessed valuation. For a single locality, only the city of Salinas exceeded this valuation with its approximate $43,000,000. Carmel, with only about $12,000,000, and Seaside, with about $8,000,000, were far behind.

True enough, this evaluation was due almost exclusively to the PG&E installations, assessed at $31,531,730. Kaiser accounted for another $1,434,300, leaving less than $2,000,000 for all the rest. Assessed valuation for real estate ranges from $40 per grazing acre to $127 per industrial acre. Don't be misled by this low evaluation of land.

Moss Landing tax rates vary from 3.494 to 4.42 depending on the district involved, and the huge income derived from taxes there due to PG&E's assessment make it a very lucrative taxation area. PG&E was hit for $1,299,107 in county taxes (not all of this Moss Landing) in 1954-55, and County Supervisor Chester Deaver, who represents the Moss and Pajara areas, has been heard to say that the county's tax rate would be more than 20 cents higher if it wasn't for Moss Landing's contribution to the county kitty.

PG&E has also made the local school district the wealthiest--per capita--in California. PG&E paid $242,794, which is 85.5 per cent of the school district's tax burden for about 200 pupils.

Moss Landing's beginning boom is also evident in the land values. Wilbur Sandholdt, son of the late William Sandholdt who once published the Monterey Cypress, owns most of the land on the island. He sold some property off to Texaco for its bulk plant at Moss Landing for about $10,000 an acre, is not selling anything else right now. None of the other land owners, and there are not terribly many, are selling either, at this time. They would rather lease their property. Lease land goes for about $100 an acre a month, which is pretty husky. Very little lease land is available on the island at this time.

Besides Wilbur Sandholdt, the bigger land owners around Moss Landing include the California Artichoke and Vegetable Growers Association, which has 445 acres south of the Kaiser plant; Daniel and Tosca Pieri; Enrico Bellone; Wilbur Sandholdt's uncle, old Dr. J. P. Sandholdt, a 74-year-old physician who was once mayor of Monterey and as such responsible for the building of Monterey's breakwater, though he now feels that Moss Landing is the port of the future; the Capurra brothers, and A. T. and Ed Vierra.

Ironically, Moss Landing island once was Monterey City land, part of a Spanish land grant that passed on to the city. The tricks of fate, however, played a cruel joke on Monterey: the city owed the fabulous Mr. Jacks $1,100 and when the debt had increased to $1,400, Mr. Jacks settled for part of what is now Pacific Grove, the hills above Monterey and the island at Moss Landing.

When Jacks discovered, so the story goes, that Captain Billy Moss had put up a landing on his island he forced him to buy it for $10,000. Moss eventually sold out to the Pacific Steamship Company, and Southern Pacific later sold off the land.

• • •

Recognition of Moss Landing's

(Cont'd on F-2)

Clips
from
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PEBBLE BEACH

MOSS LANDING

(Cont'd from F-1)

ARTISTS often come to Moss Landing to paint marine pictures.

potential came as early as 1908 when the U.S. Corps of Engineers surveyed Monterey Bay. Several decades before that, in the 1860's and 70's Elkhorn Slough has already been a waterway of considerable local importance.

The slough was quite deep then, and small, coastwise steamers hauled freight to and from Brennan's Landing, later to be called Hudson's landing, at the site of the present railroad bridge where the old pilings are still visible at low tide. Ships also called at Captain Moss' landing on the island, up the mouth of the Salinas, on the site of the present pier. But as time passed, erosion made the slough too shallow for navigation and it fell into disuse, and with the shifting of the Salinas River, the entrance to the slough eventually silted up until, at low tide, only six inches of water covered the barrier to the harbor.

In the sardine days of the 30's and early 40's, purse seiners did come to Moss Landing, but they unloaded on the ocean side of the island since there was no port.

Finally, under the impetus of war, the people of the area got together and formed a Harbor District in 1943. The district put up $130,000 to dredge the mooring area. It also contributed land for the initial harbor development. The Federal Government then came through with $1,300,000 to finance dredging of the harbor entrance. This job was done in 1946, providing a 100-foot channel with 500-foot easement. The channel was 17 feet deep, quite deep enough for oil barges drawing eight feet, and the fishing vessels. New dredgings are required every two years.

Oil barges could now bring the fuel so vital for the operation of a steam plant (though, today, PG&E also taps the Texas natural gas line at Hollister), and Texaco as well as Standard Oil put up bulk plants where gasoline and diesel fuels are pumped from the barges into tanks, and from the tanks into trucks for distribution in the surrounding district.

In 1946, the State transferred the tidelands to the jurisdiction of the Moss Landing Harbor District so that the harbor development could be completed. These tidelands, however, came to the district with the provision that they would revert back to the State after 10 years if the district was not completely organized, fulfilling all requirements for support by the Federal Government.

For the first seven and a half years not enough was done. Now less than two years are left before the deadline and the harbor district is still a long way from organization.

The remaining requirements do not seem to be inordinately difficult: they are, basically, the recording of an exact harbor line--the mean ebb tide line that tells officially where private property ends and the harbor begins--and acquisition by the district of a certain amount of land through which the public would have free access to harbor and recreational facilities.

It would appear that these requirements would be easy to fulfill, especially since their fulfillment is in the interest of all parties concerned. But, somehow, progress on these matters has been slower than a cripiped turtle.

The current board of harbor commissioners includes two men elected last November; two hold-overs and one protem member who may eventually be replaced by governor's appointment.

The two hold-over members more or less typify the composition of the board during the past eight years. They are Robert Blohm, a Watsonville rancher, current chairman, who has been a member of the board since the

(Cont'd on F-3)

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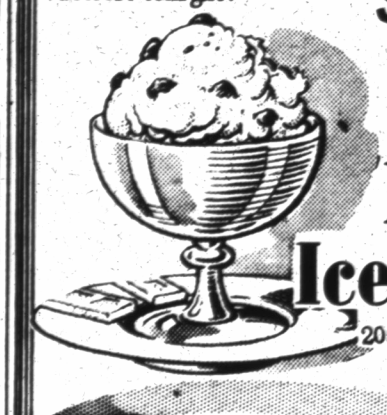

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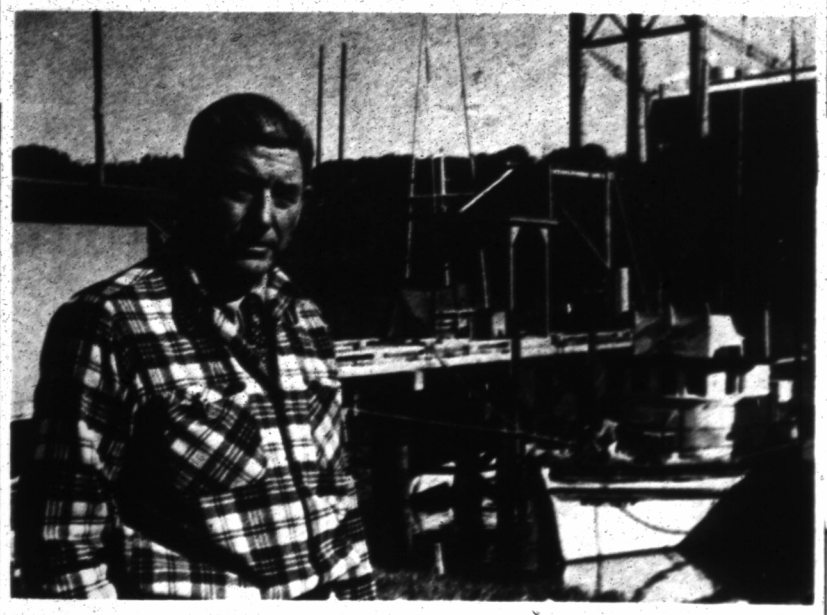
MOSS LANDING

(Cont'd from F-2)



MAN WITH FAITH in Moss Landing's future is Donald L. Woodward who operates the Moss Landing Maritime Store, also handles boat and real estate deals. His headquarters are the rendezvous for all men, coming from land and sea, who have business on the "island".

formation of the district. He is capable and earnest and recognizes what should be done, but he is no more a promoter type than the other hold-over member, Robert Kirby, an elderly farmer. Blohm, furthermore, has the traditional cussed independence of the rural American: he likes to keep all the figures in his head, including the figures of the last harbor survey which would be very helpful in establishing the so-much-needed official harbor line. The protem member, Dan Rhodes, who took over when Louis Modena resigned from the board, is also a farmer.

The board's two new members are younger men, Paul Rubis and Roland Roberts. Rubis, who looks like a good organizer, owns land bordering Elkhorn Slough on the north for about five miles, and he has--or at least should have--a distinct personal interest in not letting the dream of a bigger and better Moss Landing go down the fizzle. Roberts, the school principal, is an energetic administrator and an up and coming member of the community.

• • •

There are other problems.

The harbor district, though it is theoretically self-supporting and has not levied a tax in several years, is under a certain amount of financial pressure. It has about $7,000 in the kitty, but is about $14,000 in debt, including $4,000 still outstanding on the last survey and $5,000 in legal fees.

The district was formed with the understanding that it would receive no help from the county, and that it would not levy additional taxes. Unfortunately, however, the financial security of the district was based upon tolls from the sardine industry, and as the sardines went south so did a good deal of its income.

Last year, the district asked the County for a $10,000 loan. The loan was first granted, then withdrawn when District Attorney Burr Scott advised the supervisors that it was illegal.

Monterey County Industrial Development, Inc., a non-profit body for the promotion of industry in Monterey County which finds Moss Landing a most valuable asset, then came to the rescue with the offer of upping its $25,000 fund drive goal this year by $2,500. This $2,500 would go to the harbor district, and be matched by County money, getting Moss Landing out of the hole. But, if this doesn't work, the harbor commissioners are flirting with a two cents tax.

Another major growing pain of Moss Landing has been, and still is, the squabble over the backing it deserves from the rest of the County. And in this matter lies Moss Landing's gravest immediate problem of them all.

The harbor district is at present composed of 700 property ownerships, which is not a great deal of backing. The MCID, under the live-wire executive directorship of bouncy Louis B. Peradotto, came up with the suggestion to make the whole county one great big harbor district, an action which would not only save a great deal of administrative expense since all boundaries are already established, but which would put a lot of weight behind Moss Landing while not neglecting any other possible harbor along the county's long coastline.

Here, the Monterey Peninsula members of MCID, George Clements, Joe Fratessa and Ed Kennedy, rose up in arms. They told the MCID that the people on the Peninsula would not be in favor of being included in the district, that such a move would short-change Monterey's harbor development, and with it, the economic future of the Peninsula. It was suggested

(Cont'd on F-4)

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Last Friday at our big basketball game with Centerville I sat next to a fine-looking old man. Centerville had things their way the first half — and he cheered every score they made.

But our boys began to catch up. Then Stretch Brown put us in the lead with a long set shot, —and I noticed that the old fellow was now rooting for *our* side. "What team are you *for*, anyway?" I demanded.

"Neither," he replied. "I've got my own team. I figure *any* kid that does a good job out there is on my team. Root for the individual like I do — and you'll always back a winner!"

From where I sit, maybe it is a good idea to keep our eye on the individual, instead of automatically grouping him on teams you're "for" or "against." We're all individuals at heart, with our likes and dislikes — our right to prefer tea to coffee or beer to buttermilk ... our right to "blow the whistle" when anyone tries to regiment us.

Joe Marsh

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MOSS LANDING

(Cont'd from F-3)

that Moss Landing be developed as a pleasure port, Monterey as an industrial harbor.

This, in the eyes of a good many objective by-standers who are thinking of the good of the county as a whole--and not forgetting about the Peninsula in the process--is just so much bunk. The most objective of them all, Col. A. J. Goodpaster, then district chief of Engineers and now an aide to President Eisenhower, advised formation of a county-wide harbor district as "an aid to a systematic approach to all harbor developments in the county."

Beyond this national-interest view, many men who can judge harbor potentials feel that Moss Landing offers much greater opportunities for industrial harbor development than Monterey. They feel that the development of Moss Landing as a great and safe harbor would be much less costly than a similar project elsewhere.

Furthermore, despite the clamor for bringing industries to the Peninsula, there is a good chance that there would be a hue and cry among residents if some big outfit took the Peninsula up on it and tried to move in some smoke-belching big stuff. The Peninsula is an ideal residential and recreational area and, except for a few small and medium sized industries here and there, most residents want to keep it that way. They even complained about the canneries and reduction plants.

The Federal Government, in subsidizing a big industrial harbor development, cannot take a chance on zoning squabbles keeping the industries out of the area afterwards.

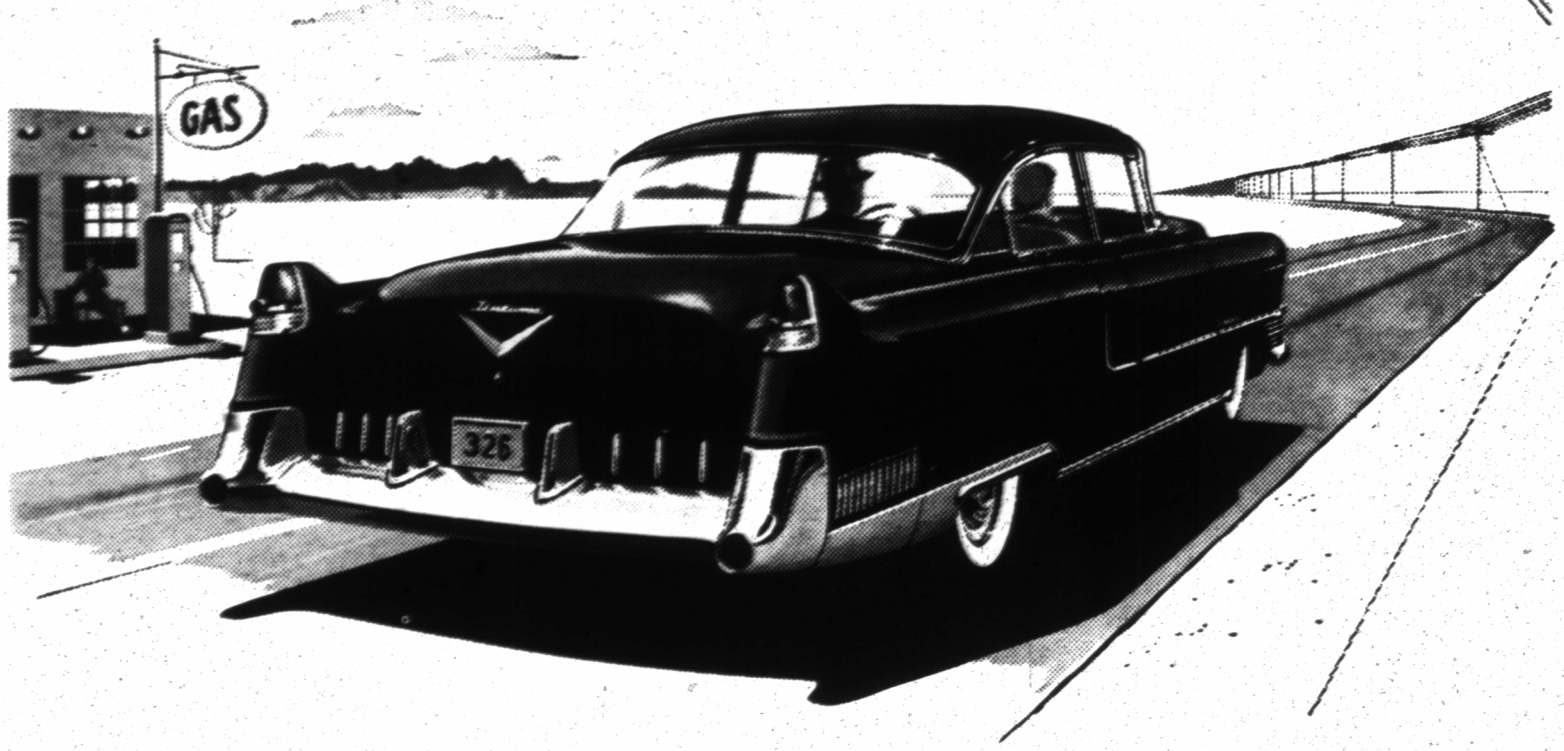
Another argument for the logic of Moss Landing's position is the almost unlimited room for industrial expansion in the area. On the Peninsula, Fort Ord, straddling the highways to Castroville and Salinas, would strangle expansion to the east, beyond the limits of Seaside. It has been pointed out that many Monterey businessmen, who would prefer to see industry on the Peninsula, apparently fail to realize that more money is spent where people live than where they work, and that, beyond a certain point--to which the Peninsula and particularly Seaside, is bound to grow anyway--industry located on the Peninsula would help little except to help pay taxes.

However, as a result of Peninsula opposition to the county-wide harbor district scheme--an opposition which, according to reliable reports, is not shared by Del Monte Properties which can visualize the Peninsula as the bedroom for the executives and white collar workers of the potential industries between Moss Landing and Salinas--the county-wide district plan has temporarily fallen through.

The harbor commissioners are now aiming at enlarging the district to the boundaries of the two supervisorial districts (Numbers One and Two) involved. Chances are that if the district is thus enlarged, the other supervisorial districts of the county will be invited to come in, one by one. If this invitation should be accepted by all except the Peninsula, the Peninsula will face a grave handicap for all future harbor development of any kind, even the fine recreational port it should have.

But if a county-wide district were formed, Monterey would have its chance under the Small Harbors Act, and Moss Landing would, no doubt, soon get the green light to take its place among the industrial giants of the nation.

Cadillac



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